

SAILMAKER

TRAINEES BOOK

"REGINA MARIS"

THE

REGINA MARIS

CRUISING CLUB

I N T R O D U C T I O N

WELCOME ONBOARD.

We are about to set out on a very long sea voyage in 'REGINA MARIS'. Most of you will find yourselves in a completely strange environment, coping with a new language that, at first, will be quite incomprehensible, but please remember that all the Crew appreciate this, and will do their utmost to help you adapt to the life of a sailor - as painlessly as possible. However, in a sailing ship there is no hiding - either from oneself or from the elements. Indeed, it has been said that "unless a man is worthy the sea will surely find him out, and out on a weather yardarm a hundred feet from the eternally moving sea, in the dark and rain, is a moment of truth that every seaman must face, and will find himself in doing so". It sounds alarming, but I hope you will enjoy the process of learning. You will attain a knowledge of the sea and with it, respect, and some of you will come to love it.

At first many of you will find your hands sore, your bodies aching and your minds so full of 'do's' and 'don'ts' that you will question your sanity in setting out on this voyage, but with a sense of humour and the encouragement of the Crew, such thoughts, if you do have them, will pass in a few days.

'REGINA MARIS' will be your home for nearly half a year. There will be days when the weather is fine, the sun shines and life at sea is wonderful. There will be other times when high winds of storm force, and mountainous seas hurl themselves at your home. It will be in fine weather that the Mate and the Bosun will keep all hands busy, so that the Ship can face the storms with safety.

Finally I would like to say that I have the greatest respect for all of you who have left comfortable homes to sail round The Horn in a square rigger. We are setting out on a voyage of some 14,000 miles, and I, as Master must create an efficient crew from a cross section of people with widely differing interests and personalities, for your part this will require a great deal of self-discipline. The permanent Crew of 'REGINA MARIS' have been hand-picked, by virtue of their experience in square rigged sailing ships. They will teach you all you need to know, and will be happy to answer questions. Under their guidance

teamwork and co-operation in the duties you will carry out. I cannot stress the importance of this attitude too strongly. All our lives sepend on it.

We have a fine sailing ship and a good Crew. I sincerely hope that you will enjoy the voyage, and will benefit from the experience.

T H E S H I P

Name	Regina Maris	O.No. 317540
Built	Denmark	1908
By	Ring Anderson	
Re-built	Norway	1967
Rig	Three masted barquentine	
Sails	Course Lower & Upper Topsails Topgallant Royal Stun'sails: Lower-Topsail-Topgallant Four head sails Four Main staysails Mainsail & topsail Mizzen & topsail	
Dimensions	Length O.A. 149'	LWL 100'
	Draft	11'
	Beam	25'
	G.R.T.	187.64
	Displ.	432
Auxilliary Eng.	G.M. 871	250 bhp 8 cyl.
Propellor	4'10"	three blade bronze.
Electrical	230 v	A.C. throughout.
Hull	Oak planks on Oak frames	Copper sheathed.
Ballast	All internal.	Lead pigs Iron in cement.
Instruments	Magnetic Compasses Radar Radio Telephone Direction Finder Wind direction indicators Echo Sounder.	

- C R E W -

MASTER

Mate

2nd Mate

Engineer

2nd Engineer

Mizzen Watch

Fore Watch

Main Watch

Bosun

Sail Maker

Carpenter

Mizzen Watch

Fore Watch

Main Watch

Stewardess

Cook

Asst. Cook

Purser.

- R O U T I N E -

"REGINA MARIS" is run on the same basis as a square rigged merchant ship of the 1880's. Every member of the Crew has a particular responsibility, from the Master to the Purser.

The Mate

The Mate keeps the 0400 to 0800 watch in the morning and the 1600 to 2000 in the evening.

He is responsible for the maintenance of ship routine both at sea and in harbour.

He is responsible for the cleanliness of the ship on deck, the maintenance of the rig and sails, anchors, cables and boats. He is stationed on the Focsle head when anchoring or entering and leaving harbour.

Making sail he is responsible for the headsails and the five square sails.

He is responsible for training the trainees in handling the gear of the foremast, headsails and square sails. He teaches theoretical navigation.

He keeps the Mate's fair copy log.

2nd Mate

The second Mate keeps the 0000 to 0400 watch in the morning and the 1200 to 1600 in the afternoon.

He is responsible for the continuous plotting of the ship's position at sea. He is responsible for ensuring that the correct charts, pilot books, tide tables and Nautical Almanacs, are on board. He keeps the chronometer wound and correctly rated by time signal. He is responsible for flying the correct flags in harbour, and for radio communications. He is responsible for maintaining up-to-date Notice to Mariners onboard, chart corrections and keeping the bridge Log.

He is responsible for training the Trainees in the handling of the gear and sails of the main mast.

Engineer

The Engineer is responsible for the operation of all the mechanical equipment onboard, which includes the windlass, winches, steering gear, pumps, electrical equipment and auxilliary machinery. He is responsible for the Fresh Water, fuel, lub oil and all spare parts. He keeps the engine room Log.

Bosun

The Bosun works under the direction of the Mate in the maintenance of the rig, deck gear, boats, masts and spars.

He teaches general seamanship, splicing, knots and general deck maintenance. He is responsible for all deck stores.

Sailmaker

The sailmaker is responsible for the care and maintenance of the sails on the vessel, sail repairing gear and the making of new sails.

Carpenter

The carpenter is responsible to the Mate for inspection of bilges, sounding FW tanks, care and maintenance of the anchors and cables and timbers of the ship, including caulking, watertight fittings, spars and masts.

Cook

The cook is responsible for providing three meals a day for the ship's company, for keeping a daily check of the quantity of food consumed and the quantity left, and in harbour, for providing the Purser with a daily list of goods required from shore, and for the victualling list before proceeding to sea. The cook is responsible for the condition of the food at all times.

Purser

The Purser is responsible for keeping the ship's daily accounts for deck, engine room and stewards stores, in harbour, and at sea for organising the daily consumption of food stores in relation to the number of days left before reaching port. The Purser is responsible for the cleanliness of the ship's accommodation.

Entering and leaving port the Purser is responsible for completing the 'Inwards' and 'Outwards' entry forms, crew lists, Customs documentation and declarations, the 'Pratique' forms ready for inspection by the appropriate authorities.

Trainees

Berths will be allotted by the Mate.

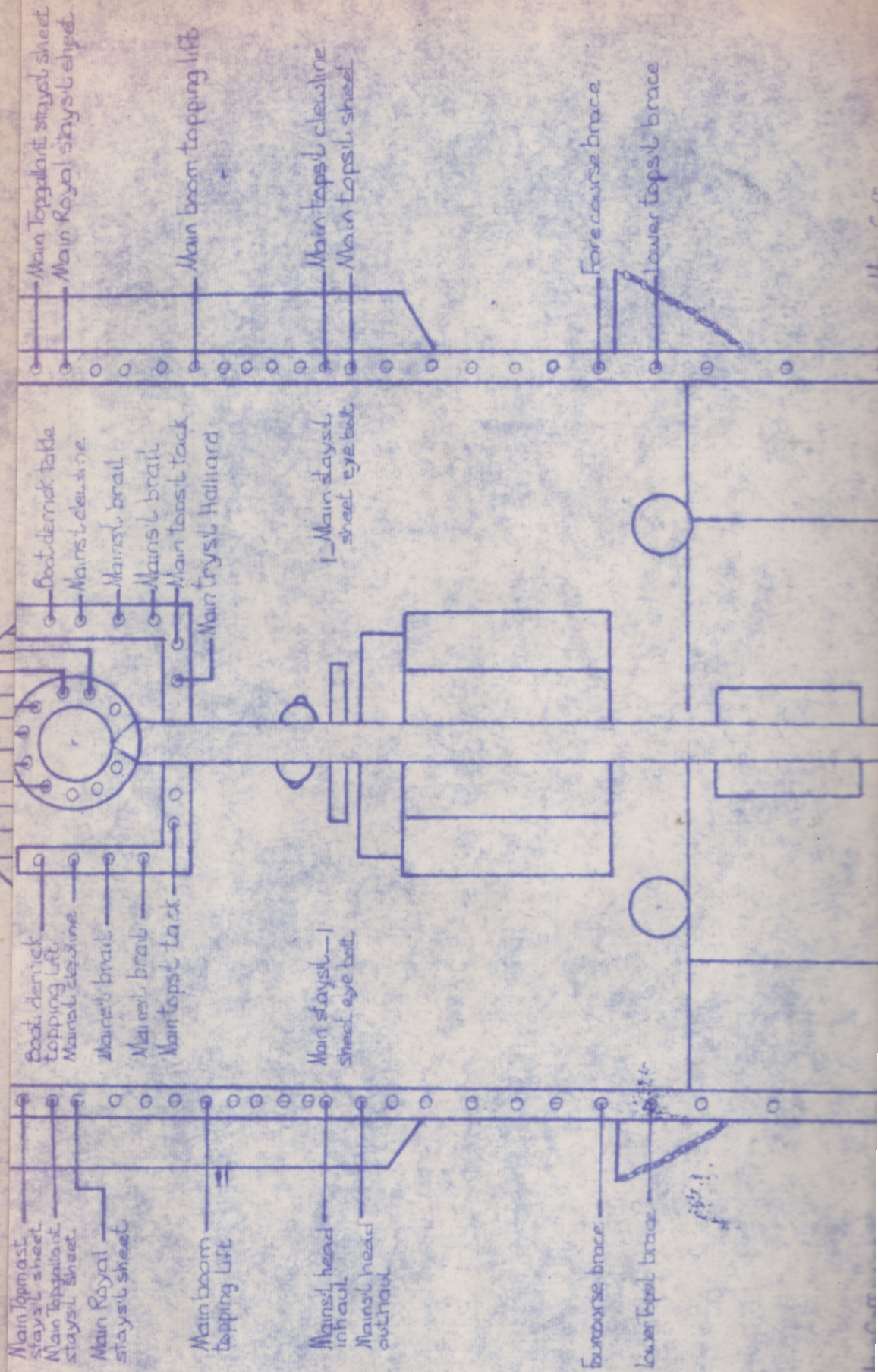
Signing Articles When the ship signs Articles, the Trainees must hand their Passports to the Purser. You are advised to hand money and valuables to the Purser for safe keeping. They can be returned to you on request at any time.

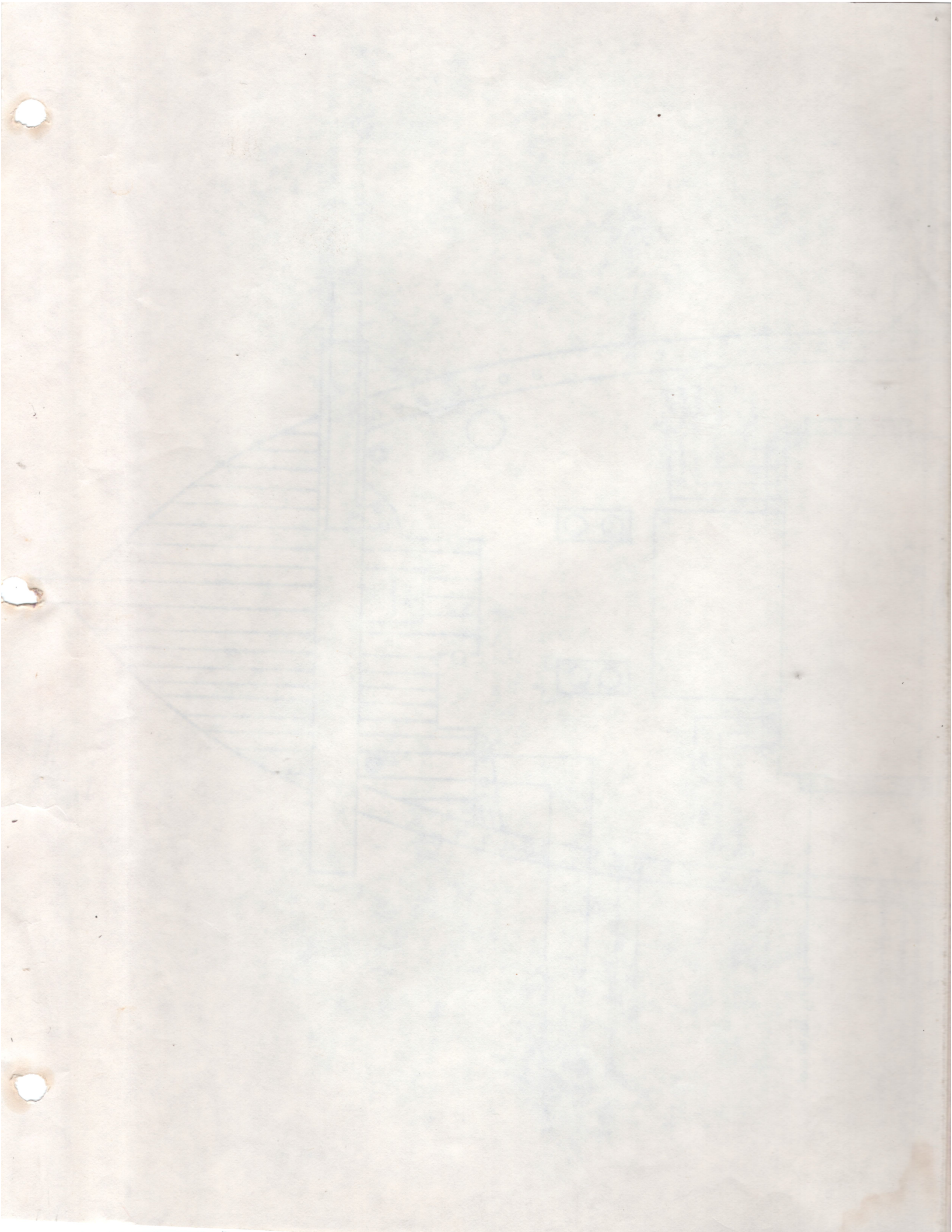
Water This is the most valuable commodity on the ship. Once watering has been completed prior to leaving harbour, water will be switched on for limited periods only. You will be advised of the exact times. You are requested to use water sparingly at all times.

Watches You will be divided into watches on the day of departure.

THE CREW ARE HERE TO HELP YOU - IF YOU HAVE ANY
QUERIES DO NOT HESITATE TO ASK.







LOGO-TYPE
252®
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Belaying Pin Layout REGINA MARIS circa 1973



TOP: Belaying Pin Layout for REGINA MARIS circa 1973
Trainees Book "REGINA MARIS" 1973. Page 10.

Drawn by: Mike Willoughby

Book Dimensions: 9 in x 11.5 in

Pin Layout Drawing Unfolded dimensions; 11 in x 33 in.

BOTTOM: Belaying Pin Layout for Full Rigged Ship circa 1946
"Masting and Rigging the Clipper Ship and Ocean Carrier"
Plate No. 51, facing page 290.

Author: Harold A. Underhill

Book Dimensions: 9.75 in x 7.5 in

Pin layout Drawing Unfolded Dimensions: 9.25 in x 23.5 in